

Amendments to the Claims

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

Claim 1 (currently amended). An exhaust ~~Exhaust~~ gas turbocharger for an internal combustion engine, having an exhaust gas turbine ~~(4)~~ in the exhaust gas train ~~(3)~~ and a compressor ~~(6)~~ in the intake tract ~~(5)~~, whereby a compressor wheel ~~(16)~~ is disposed in a compressor wheel inflow channel ~~(14)~~, which wheel is driven by a turbine wheel of the exhaust gas turbine ~~(4)~~, having an adjustable throttle device upstream from the compressor wheel ~~(16)~~, for regulating the air mass stream to be supplied, wherein the throttle device comprises a first guide grid ~~(12)~~ and a second guide grid ~~(13)~~ in the inflow region to the compressor wheel ~~(16)~~, whereby each guide grid ~~(12, 13)~~ has an adjustable grid geometry.

Claim 2 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 1, wherein the two guide grids ~~(12, 13)~~ are spaced axially apart.

Claim 3 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 1, wherein the grid geometries

comprise one guide grid ring ~~(18, 24)~~, in each instance, having guide vanes and an accommodation matrix ~~(19, 25)~~ for accommodating the guide grid rings ~~(18, 24)~~.

Claim 4 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 1, wherein the setting movements of the grid geometries of the two guide grids ~~(12, 13)~~ are coupled by way of a common activation organ.

Claim 5 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 4, wherein the common activation organ comprises an axially adjustable sliding sleeve ~~(17)~~.

Claim 6 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 3, wherein the sliding sleeve ~~(17)~~ has an accommodation matrix ~~(19)~~ in the region of a first axial face, and a guide grid ring ~~(24)~~ in the region of the opposite axial face.

Claim 7 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 1, wherein each grid geometry has an activation organ assigned to it, in each instance.

Claim 8 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 7, wherein the two activation organs are configured as a sliding sleeve ~~(17, 26)~~, in each instance.

Claim 9 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 7, wherein an activation organ ~~(26)~~ forms a spin surface ~~(28)~~ for the air mass stream that flows through, in the opened position of a guide grid.

Claim 10 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 1, wherein an air collection chamber ~~(15)~~ that communicates with the compressor wheel inflow channel ~~(14)~~ lies ahead of the compressor wheel ~~(16)~~, whereby at least one guide grid ~~(12, 13)~~ is disposed in the transition from the air collection chamber to the compressor wheel inflow channel.

Claim 11 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 10, wherein the air collection chamber ~~(15)~~ surrounds the compressor wheel inflow channel ~~(14)~~ radially, at least in part.

Claim 12 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 1, wherein a guide grid ~~(12)~~ has at least two segments ~~(24a, 24b, 24c)~~ having different grid geometries over its axial expanse.

Claim 13 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 12, wherein the segments ~~(24a, 24b, 24c)~~ each have a different number of guide grid vanes.

Claim 14 (currently amended). The exhaust ~~Exhaust~~ gas turbocharger as claimed in claim 12, wherein the guide vanes of the guide grid ~~(12)~~ continuously undergo a shortening of the chord length with an increasing vane height, proceeding from a bottom vane height.